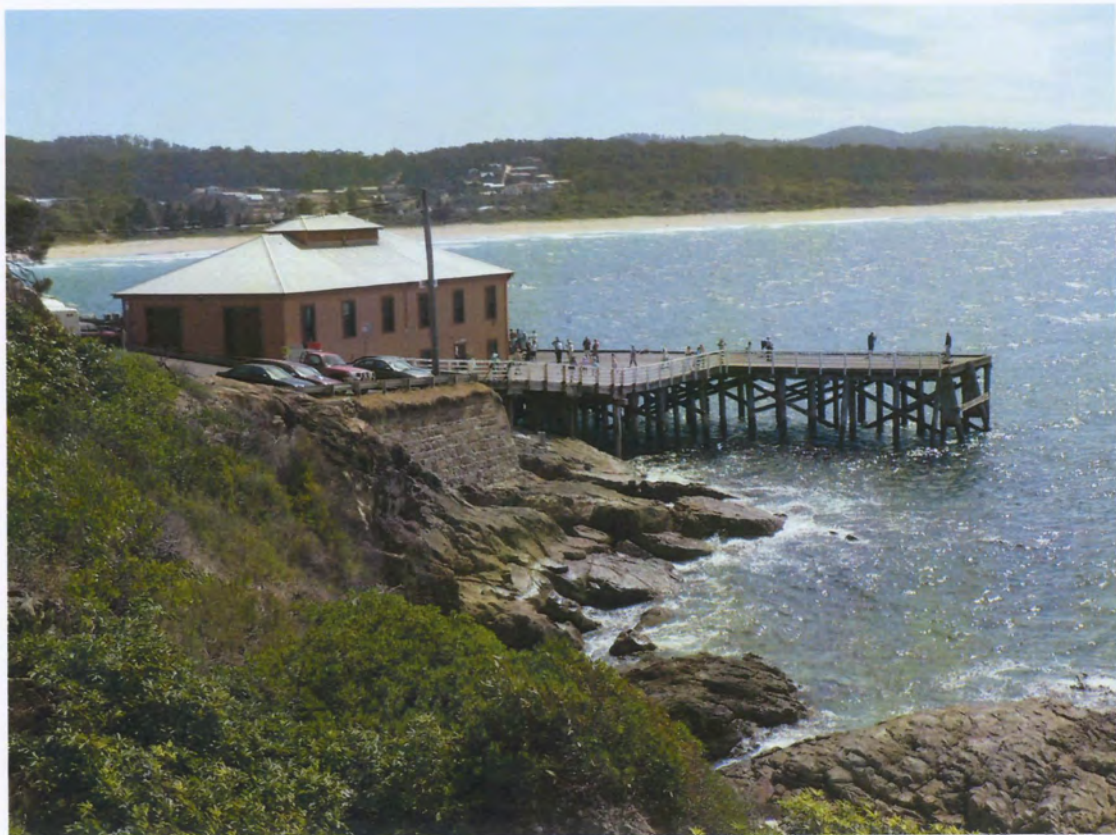


Nomination of
TATHRA WHARF & CARGO SHED
as a
National Engineering Landmark



by
Don Cottee & Doug Boleyn
Engineering Heritage Committee
Sydney Division Engineers Australia
October 2006

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Introduction.

Tathra^(footnote 2) Wharf is located on the far south coast of NSW near the mouth of the Bega River. It is the last remaining open sea timber steamer wharf complete with its storage buildings on the eastern Australian seaboard [Ref 3 p1, Appendix 8]. The wharf with its cargo shed is a witness to the coastal steamer trade that opened up the rich coastal areas of NSW and their hinterlands and the role coastal shipping played in providing a vital link between the isolated settlements and the outside world. On the far south coast of NSW Tathra Wharf was the gateway to the rich Bega Valley and the Monaro District that lay beyond the head of the Bega Valley.

The wharf is an historical resource of marine and timber construction technology over the period 1860s to the 1950s. Being the last of its type, it is the only remaining open-coast wharf whose construction can be compared to the sheltered port wharves and jetties, such as those at Port Kembla and Sydney Harbour, that have survived, many having been altered or rebuilt to accommodate changed cargo-handling and economic conditions [Ref 2].

It is one of six timber wharves in Australia listed in the Register of the National Estate.

The wharf began life as a simple jetty to service the transport needs of the Bega Valley district to and from the ports of Sydney, Melbourne and other South Coast outports. Over time, because of increasing usage, the wharf was developed through a number of stages – widening and extending further into Tathra Bay. Throughout, these extensions show different techniques of wharf design and construction methods and while other examples of each of these techniques exist, Tathra Wharf is unique in having such a range of timber engineering history combined in the one structure.

The remaining cargo shed is a fine example of marine architecture. Together the wharf, its cargo shed and access road allow a clear and accurate interpretation of a working wharf from a previous era [Ref 2].

Tathra Wharf has also served as a barometer of the economic development of Tathra and the Bega Valley and the Monaro District during the period when coastal shipping was their only trade and communication link to the outside world.

In 1973, following a series of storms that severely damaged the wharf, the Department of Public Works NSW, because of concerns for public safety and the estimated cost to restore and maintain the wharf, proposed its demolition. A local community action group - The Tathra Action Committee and the National Trust of Australia (NSW) took up the cause of conserving the wharf. They were successful in raising funds to restore the cargo shed and later grants allowed restoration of the wharf structure to be undertaken in three stages 1981-2, 1986-87 and 2006

On 16 August 1978 Imlay Shire Council, Bega Municipal Council and the National Trust of Australia (NSW) were appointed by the Minister for Public Works as Trustees of the wharf with responsibility for the restoration and preservation of the wharf and cargo sheds. The Bega Valley Shire Council [Imay, Mumbulla Shire Councils and Bega Municipal Councils amalgamated to form Bega Valley Shire Council in the early 1980s] is now the sole Trustee for the wharf with the Tathra Wharf Advisory Committee advising the Trustee about the wharf and its museum.

(1): Tathra was originally called Tartara or Tarthara up until late 1860s

Location of Tathra Wharf and Other Relevant Places



Basic History

Before 1860 cargo vessels calling at Tathra moored offshore at a location known as Kangarutha [Stockyards] – 3 km south of Tathra Head, where passengers and freight were transported by small flat-bottomed boats to and from the beach. Daniel Gowing, a local Jellat Jellat farmer, who had with John Fitzpatrick developed Kangarutha then found Kianninny Bay to be a better site and in 1858 constructed sheds and holding yards there and later an access road [Ref 11 p8]. The southern end of Tathra Beach and Moon Bay to the north of the Bega River entrance were also used to transfer produce, mail, timber, passengers and livestock to and from coastal steamers standing off these locations.

In October 1858, following an Act of Parliament, the Illawarra Steam Navigation Company - [ISNC, from 1904 known as Illawarra and South Coast Steam Navigation Company ISCSNC] was formed from the amalgamation of several small steamer companies that were operating up to this time along various sections of the NSW South Coast.

In 1859, to encourage ISCN vessels to call more frequently at Tathra, local farmers and businessmen took up a subscription to build a small jetty that projected out into the open sea on the northern side of Tathra Head. This jetty was known as the Farmers Sea Wharf [Ref 2].

This site sheltered vessels from southerly gales, but moored ships and the jetty structure itself were still battered by the big ocean swells that surged around the headland. Although it was less than an ideal site, it was the only one suitable for a deepwater wharf along the 80km stretch of coastline from Merimbula north to Bermagui that could readily serve the transportation needs of the Bega Valley.

In 1861 the NSW government passed an Appropriation [Act 24 Vic No 23] authorising the expenditure of £400 on the “erection of a wharf at Tathra”. The design for a more substantial jetty was signed off in August 1861 by E O Moriarty - Chief Engineer Harbours and Navigable Rivers of the NSW Public Works Department [Ref 7].

Tenders were called by the Bega Bench of Magistrates in October 1861 with the successful tenderer being awarded to John O'Neill [Ref 11 p 90 and *Illawarra Mercury* 15 October 1861] ⁽²⁾ for the sum of £385 in November.

The jetty was a simple structure with pile bents at 20 feet centres ⁽³⁾ consisting of a central pile and 2 side rakers. Each pile in the bent was pinned to the sea floor with wrought iron shoes that incorporated 3-inch diameter pins to fix the piles to the rock sea floor. ⁽⁴⁾ 1-inch chain cross bracing was also provided for additional stability [Ref 7].

The wharf is thought to have been about 110 feet long with a deck 18 feet wide that was 12 feet above High Water [HWST]. The available depth at Low Water [LWST] at the end of the wharf was around 8 feet. The turpentine piling was brought down from the NSW north coast and the structural timber and decking was local hardwood.

It is likely from this time on the NSW Public Works Department had a continuous involvement in the design, construction and maintenance of the jetty.

The opening of the wharf on 12 June 1862 attracted trade away from Merimbula [mainly because of Tathra Wharf's proximity to the Bega Valley but also because the Merimbula jetty was a more exposed open-sea jetty].

(2) Other references (1, 3, 5, 12) state the name of the contractor was Robert Mowatt

(3) As measured from an artefact in the Tathra Wharf Museum

(4) The 1861 Public Works drawing shows the distance between the bents as 30 ft, but later drawings and measurements on-site give this distance as 20ft. This may be explained by the report in *Illawarra Mercury* of 10 December 1861 that reported new plans were drawn and issued. In Ref 15 it is suggested that only the two outer 2 bays had outside rakers.

In 1866 the ISNC contributed to the building of a cargo shed alongside the wharf where the cattle holding yards currently are and promised that its steamers would regularly call there providing there was sufficient cargo for collection [Ref 14].

By 1868 the ISNC (and other shipping companies) ran regular fortnightly services to Tathra and from 1870 the service was weekly.

The responsibility for the wharf was taken over by the NSW Department of Public Works in 1874 [Ref 1]

During the period 1867-1890 traffic grew steadily so much that in 1870 a PWD surveyor Ottomar Rossbach surveyed Tathra Bay and put forward recommendations for improvements to the wharf and provision of a second cargo shed. As a result, in 1873, the wharf width was doubled to 36 feet by the addition of a piled timber ramp joined to the existing jetty structure. A two-storey cargo shed was built on the shoreward end of the original wharf. An iron ladder was also installed on the western side and a hand operated derrick crane was installed on the deck of the wharf [Ref 7]. The contractor was George Michael [Bega Gazette 30 01 1873]. The widening of the wharf allowed larger vessels to use the wharf.

The original technique for bedding the piles to the rock had not been successful and to provide a more secure attachment of the piles to the sea floor, timber splints were potted into the rock alongside the existing piles and then these splint piles were bolted to them.

As a result of complaints that the existing cargo sheds and wharf space were inadequate, further extensions to the wharf were carried out in 1879 [Ref 1]. This extension projected the wharf a further 12 ft into the ocean by the construction of a T head that gave a berthing head of 78 feet.

The contractor was a ... Thompson [Bega Standard 20 09 1879]

Around this time the a third cargo shed - as an extension of the 1873 cargo shed, was erected on the wharf on the seaward side of the 1873 cargo shed. [An 1891 drawing shows the two timber sheds. A wood engraving, thought to be copied from a photograph dated pre 1879, shows only the one two storey shed on the wharf. The two sheds were demolished prior to the construction of the existing 1908 two-storey cargo shed].

By the 1880s inter-colonial and overseas steamships were calling at Tathra and in 1880 Tathra Wharf was proclaimed a Public Wharf under the Wharf & Tonnages Act 1880

In 1890-91, as a result of extensive damage to the wharf and immediate foreshore from a severe storm, repairs were carried out to the wharf and the wharf head was further extended – this time by 15 feet into Tathra Bay, and additional structural bracing was installed.⁽⁵⁾

A stone wall to the protect the shoreline was built at this time.

By 1890 Tathra was the main shipping point for the far South Coast of NSW.

In 1901, the timber approaches to the T head of the wharf were widened to give the wharf a width of 78 feet for its full length. The contractor was ... Nybeck [Cobargo Chronicle 08 11 1901]⁽⁶⁾ By then the ISCSNC was running 4 services / week.

An additional land approach to the wharf was constructed in 1905 to ease the grade, increase the on-shore standing area and to relieve traffic congestion.

Tathra Wharf was proclaimed a National Work on 31 December 1906 Government Gazette No 286.

The existing cattle yard was built in 1908.

(5) The contractor was A B Kerle

(6) Alternatively the contractor was P Mc Hugh Pambula Voice 17 May 1901

During 1908 – 09 the two existing cargo sheds were demolished and were replaced at a cost of £1,562 by a single large 74-foot x 34-foot two-storey cargo shed that remains today. The contractor was Underhill and Thatcher a local building company [Ref 13]. The two-storey building, was constructed entirely of locally milled hardwood timbers (with the exception of some scantlings) [Ref 2]. Full working drawings for this building are in the records of the Department of Commerce Office of Public Works and Services.

In order for the wharf to accommodate the new ISCSNC 1112 ton vessel TSS Merimbula, tenders were called in 1911 for the extension of the jetty a further 15 feet into Tathra Bay, widening the face width to 120 feet and widening the approaches to the extended face.

The scope of work also included:

- the provision of a fender system that included four fender arrangements - each one incorporating a spring loaded buffer and, separately, two spring moorings
This was to assist the berthing of larger vessels in the difficult north-easterly seas to which the wharf was exposed, [The PWD installed two ground moorings with buoys to the north-east of the wharf at the same time. This facility would now would allow ships to safely berth at the wharf by first dropping an anchor to the north west of the wharf and then attaching a spring line to the mooring buoy and from these the ship would spring against the fenders in front of the wharf [Ref 4].]
- replacement of the existing derrick crane with a new 3 ton crane;
- construction of an open sided roofed passenger shelter;
- construction of a cattle race that ran from the yards alongside the western side of the wharf, to the seaward loading platform;
- construction of a cheese chute to load cheese into ship holds;
- construction of sub-deck and loading ramp; and
- provision of tramway from cargo shed to wharf face.

Full working drawings for the work are in the records of the Department of Commerce Office of Public Works and Services.

The contract for the upgrading work was let in January 1913 to WF Oakes & P Oakes for £5841 with the work being completed at a cost of £7317 on 27 October 1913 [Refs 7, 11].

In summary, between 1862 and 1913 the wharf structure grew - initially in width - and subsequently extended into deeper water to allow the wharf to be used by larger, deeper draft vessels. Over this time, the configuration of Tathra Wharf changed from the initial small jetty (1862) to a 'T' or hammerhead structure (1878) and, as more wharf storage and traffic area was needed, the wharf further expanded in width until in 1913 it became what was, basically a large rectangle.

The substructure of the wharf tells the story of the different construction methods used over the years. The original single headstock girders have been replaced with twin capwales [headstocks] in some areas. In other areas twin capwales were used as original construction. Many piles are no longer in the original positions, dictated by the practical problems of replacement such that the original layout of the piles is a little confused and not easy to follow. Some extensions did not maintain the same grid spacings of earlier additions, and the demarcation of the several stages is obvious. Particularly apparent are half round timbers typical of early construction, in fact detailed as such in the 1861 drawing of the wharf [Refs 2, 12].

The 1913 passenger shelter was demolished in 1919 and a 50-foot x 30-foot single storey cargo shed on a raised podium was built abutting the existing two-storey cargo shed.

After the end of the 1914–18 Great War, passenger transport by sea declined and the wharf was mainly used for shipment of produce, timber and livestock.

[The South Coast was one of the last areas of the NSW coast to see the gradual change to road and rail transport for transport of produce and passengers.

A proposed rail line from Cooma to Bega whose proposed route was over the steep Browns Mountain Pass on the Great Dividing Range did not go ahead. The nearest railheads - Bombala and Cooma lay over the Great Dividing Range and while they were accessible by road from the Bega Valley, the route through the Browns Mountain Pass was, because of its steepness, very hard going for bullock and horse teams.

The Princes Highway was proclaimed a State Highway under the Main Roads Act in 1925 and with the benefit of significant expenditure on realignment and construction of bridges, this road was brought to an acceptable all weather standard that allowed more reliable and faster access for the Bega Valley to and from its markets].

The last ship to take freight from Tathra was in November 1954.

For the next twenty years the wharf was used for fishing and local vessels until 1973 when its demolition was proposed by the Department of Public Works because of concerns of public safety and the cost of restoration and ongoing maintenance. [Because of similar concerns, the Department had demolished the Bermagui and Merimbula wharves a few years previously] However, the demolition was strongly opposed by the local community. In 1977 the Tathra Wharf Trust was formed and successfully obtained a lease and funds from the Department of Public Works to occupy and restore the wharf

In addition to local fund-raising efforts, the Tathra Wharf Trust was successful in obtaining additional grants for the restoration and stabilisation of the wharf – described as Stage 1 1981-82 and Stage 2 1986-1987 in Colin Crisp's papers [Refs 6, 9, 10].

Stage 3

2002-3	\$170,000	Federal Cultural Heritage Projects Program [CHPP] for works to the wharf and the Reserve site.
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Stage 4

2005	\$100,000	State Heritage Incentives Program
2005	\$400,000	State Government <i>as advised BVSC</i>
2005-6	\$400,000	Federal CHPP Regional Partnerships Program.
2005-6	\$270,000	Bega Valley Shire Council <i>as advised BVSC</i>

These grants have allowed extensive stabilisation and restoration of the wharf and cargo shed to be completed and leave both in a position where their continuing life is assured subject to timely ongoing maintenance being carried out by competent experienced personnel.

Nomination Form

Plaquing Nomination Form

The Administrator
Engineering Heritage Australia
Engineers Australia
Engineering House
11 National Circuit
BARTON ACT 2600

Name of Work: **Tathra Wharf and Cargo Shed**

The 140-year old structure is nominated for the award of: **National Engineering Landmark**

Location: **Wharf Road, Tathra**

Owner: **NSW Government Department of Lands – Crown Reserve 180056**
Trustee: **Bega Valley Shire Council**

The Owner and Trustee have been advised of this nomination, and a letter of agreement consenting to the plaquing is attached Appendix 1

Access to Site: **Wharf Road leading from the town centre of Tathra**

The site is open to public use.

The museum, which is in the restored cargo shed is open at designated times.

Nominating Body: **Engineers Australia, Sydney Engineering Heritage Committee**

Glenn Rigden
Chair

Date

PLAQUING NOMINATION ASSESSMENT FORM

BASIC DATA

Item Name: Tathra Wharf and Cargo Shed

Other Former Names: none

Location: $36^{\circ} 43'' 28'' S, 149^{\circ} 59'' 30'' E$

Address: Wharf Road, Tathra Lot 241 DP 750236
Parish of Wallagoot County of Auckland

Suburb / Nearest Town: Tathra

State: NSW

Local Government Area: Bega Valley Shire

Owner: NSW Government Department of Lands Crown Reserve 180056

Trustee: Bega Valley Shire Council

Current Use: Tourist site, Museum focusing on the wharf history, fishing platform

Former Use: Commercial shipping wharf

Designer: NSW Public Works Department

Builder:

1862 jetty	John O'Neill
1873 extension	George Michael
1879 extension	... Thompson
1891 extension	A.B. Kerle
1901 extension	... Nybeck
1908 cargo shed	Underhill and Thatcher
1913 major extension	W.F. (Frank) Oakes and P (Percy). Oakes

Year Started: 1861 *completion June 1862*

Year Finished: under continuous development and ongoing maintenance during its life

Physical Description:

Tathra Wharf is a timber deep-sea wharf that, as a result of being partly demolished, is now in plan an L shaped structure made up of an access bridge from the shore to a wharf head. The access bridge to the wharf head is 8 metres wide and 33 metres long.

The wharf head section is 9.6m deep and has a 36 metre long face [Ref 6]. The wharf projects in a north westerly direction into Tathra Bay, from the northern side of Tathra Head. Structurally, the wharf is made up from pile bents and framed structures that consist of piles connected by girders and walings. The turpentine timber piles are driven/ pinned/ potted to the rock seabed. Hardwood timber beams, known as either capwales or headstocks, join the tops of the piles. The capwales support corbels that in turn support girders on which the decking is laid. The walings, raker piles [and once, bracing chains] brace and stabilise the wharf against the impact of berthing vessels [Ref 12].

The inshore end of the wharf bridge sits on a stone and concrete retaining wall and is well above High Water. [Around 50% of the wharf length is shoreward of the Low Water Mark]

A two-storey timber cargo shed, that is now used as a Tathra Wharf-focused museum and cafe, is located on the western half of the wharf at its landward end.

This 1908 two-storey timber framed cargo shed is set against the coastal rock so the upper level is directly accessed from the road. The shed has a monitor roof formed from basic scissor trusses. The timber frame of the shed has been assembled using traditional jointing methods such as wooden pegs, metal brackets and fasteners. Both the wharf structure and the cargo shed are of robust timber construction with a high standard of craftsmanship typical of their period [Ref 9].

Physical Condition:

Both the wharf substructure, deck and cargo shed are in fair to good condition having been extensively restored in recent years.

Modification and Dates:

Over the period 1860s to 1913, the original jetty was transformed – by widening and extending into the ocean.

In this time a significant part of the original structure would have been replaced as part of normal maintenance activities and other parts demolished.

Refer to Basic History section of this submission and Appendix 2 for dates and details of modifications and Appendix 3 for outline drawings of the changes to the plan of the wharf.

Tathra Wharf, following restoration, has been reduced to ~80% of the deck area that existed in 1913

Comment [Ref 8]

‘The nature of the restoration work that has been carried out since 1980s can be categorised as ‘conservation by maintenance’. Because of this, some of the rigorous principles of conservation have not been appropriate.

The result does not represent any particular chronological period but it does retain examples of as many of the representative features of different periods as was possible within the available funds while at the same time permitting and encouraging continuing use.”

Historical Notes:

Refer to Basic History section and Appendix 2 of this submission for dates and details.

Heritage Listings:

Name :	Register of National Estate
Title:	Tathra Wharf and Reserve
Number:	1006
Date	21 October 1980

Name:	NSW Heritage Act State Heritage Register
Title:	Tathra Wharf and building
Number	00405
Date	02 April 1999 Gazette No 27 Page 1546
Web site	http://www.heritage.nsw.gov.au/07_subnav_02_2.cfm?itemid=5045461

Name: National Trust of Australia (NSW)
Title: Tathra Wharf?
Classification: C
Number: NTN 05 3479
Date: 31 May 1976

Proclaimed a National Work Gazetted 31 December 1906 Under Local Government (Shires) Act 1905

Name: Bega Valley Local Environmental Plan 2002
Schedule: 5 Heritage Items

ASSESSMENT OF SIGNIFICANCE

Historic Phase:

Tathra Wharf is the only wharf and cargo shed combination that dates from the 1860s surviving on the eastern seaboard of Australia. The wharf is a link with the coastal steamer trade, which, from the 1830s until the 1950s, fulfilled a major role in the provision of communication and transport services along the Australian East Coast. The wharf was the main shipping point on the NSW far South Coast for produce from the rich Bega Valley and reflects Tathra's importance as the prime transport access point for the south coast hinterland during the coastal shipping trade era.

The wharf and its associated structures are important examples of deep-water maritime shipping structures from the nineteenth and early twentieth centuries.

Historic Individuals or Association:

E O Moriarty - Chief Engineer Harbours and River Navigation Branch NSW Public Works Department
Other eminent PWD Engineers who have been involved in design changes to the wharf over the years were Edward Macartney De Burgh, Thomas Keele, Harvey H. Dare and John J.C. Bradfield.

Creative or Technical Achievement:

Nothing specific.

Research Potential:

Tathra Wharf has high potential for demonstrating:

- heavy timber construction, particularly marine, during the period 1860 to 1950. The two-storey cargo shed shows elements of high quality workmanship and timber construction methods.
- for students interested in the historic and economic relationship between NSW coastal ports, their hinterland communities and other centres, particularly Sydney, during the late 19th and early 20th century, the economic dependence of these communities that were reliant for their economic success on a coastal steamer connection to the outside world.
- the development of past coastal steamer wharf requirements and operation.
- the successful conservation of a marine structure. Conservation of the wharf and cargo shed is an excellent demonstration of what can be achieved through determined heritage advocacy and activism.

Social:

The wharf was significant in the settlement and development of the Bega Valley and surrounding districts - in particular Tathra. It was the anchor for the lifeline to the outside world. The development of Tathra from 1861 (when the village was surveyed and notified) to 1920s was due to the presence of the wharf. The life of the town has been centred on the wharf for almost 150 years – initially as a commercial cargo wharf and for the last 50 years as a prime heritage site for tourism and fishing. Up until the early 20th century the wharf was the gateway to the far south coast of NSW and was essential infrastructure that provided communication and passenger, produce and livestock transport to and from of the area

Rarity:

Tathra Wharf is the only coastal steamer deep-sea timber wharf and building combination surviving on the eastern seaboard of Australia from the period of the coastal shipping trade dating from the 1860's. The wharf and cargo shed are excellent examples of marine seaboard structures constructed entirely from hardwood.

The wharf is only one of six timber wharves in Australia listed in the Register of the National Estate.

Representativeness:

The wharf and its cargo shed remains as an example of land-based coastal shipping infrastructure that used to abound on the coast of Australia.

The wharf is a classic example of wharf design, construction and maintenance practices established by the NSW Public Works Department over the period 1860s to 1950s.

Integrity/ Intactness:

The structure is in good condition as a result of extensive restoration work that has been painstakingly carried out to ensure, as far as practical, both the wharf structure and the cargo shed are as they were when the wharf was being used commercially. Some 20% of the wharf area that existed in 1913 has been demolished and some minor structures – a poorly constructed 1919 single storey shed, the 4 spring buffers and fendering system, the little that remained of the sub-deck landing stages and accesses and cattle race have also been demolished. The 3-ton crane has also been removed.

The demolition of these components of the wharf does not detract from the interpretation of either the engineering or operational aspects of the wharf.

However, it should be understood that by its very nature - being positioned in a harsh marine environment, the wharf is a living structure and it unlikely that very much of the nineteenth century components of the wharf structure remain – these components would have been regularly replaced as necessary as part of ongoing maintenance requirements for the wharf.

Other Points of Significance:

The site is listed on the National Trust Register of National Estate as a significant site and is on the (NSW) State Heritage Register

The National Trust of Australia has classified the site as significant.

The importance of the wharf has been recognised as a significant heritage site and tourist feature by the Australian Government with the award of two grants totalling \$610,000 under its Cultural Heritage Projects Program.

Statement of Significance:

Tathra Wharf is the only open-sea wharf with its cargo shed and associated infrastructure surviving on the Eastern seaboard of Australia left from the period when coastal steamer trade opened up much of coastal NSW.

The wharf is a relic of a past transport system that played an integral role in the settlement and development of NSW as a colony, and in particular, the South Coast of NSW, the towns of the Bega Valley and those Monaro towns that lie beyond the head of the valley.

The wharf and ancillary buildings are of research potential in relation to:

- heavy timber marine engineering design, construction and maintenance practices
- coastal wharf operation over the period 1860's to 1950s.
- timber construction methods and workmanship
- the successful conservation of a marine structure
- what can be achieved through determined heritage advocacy and activism

The wharf retains most of its original setting on the headland and readily allows its original operation, in times of adverse weather and large ocean swells, to be appreciated

Tathra Wharf has associations with major public servants cum engineers of the Colonial era such as Edward Orpen Moriarty, the first Engineer-in Chief Harbours and River Navigation Branch of NSW Department of Public Works and Ernest Macartney De Burgh and Thomas Keele who both later held this position,

Assessed Significance:

National

Suggested Plaque Wording for National Engineering Landmark

Tathra Wharf

Tathra Wharf is the only surviving open-sea timber wharf on Australia's East Coast from the era of the coastal steamer trade. It played an essential role in development of the far South Coast of NSW. Commenced in 1861, the wharf and its facilities were progressively upgraded, remaining in service until 1954. The wharf exhibits techniques in heavy timber marine structure design, construction and maintenance practised by the NSW Public Works Department over the period. The wharf has associations with eminent engineers E.O. Moriarty, E.M. De Burgh, T. Keele and builder W.F. Oakes.

The Institution of Engineers Australia,
Bega Valley Shire Council 2008

References:

This submission used information from the following documents:

1	Between Wind and Water a History of the Ports and Coastal Waterways of NSW	Coltheart Lenore 1977 Hale & Ironmonger, ISBN 0 86806 598 6
2	A Brief Report on the History, Construction and Restoration of Tathra Wharf	Crisp Colin Consulting Heritage Engineer Paper presented to Industrial & Historical Archaeology Seminar Goulburn 1979
3	Tathra Wharf – Its Significance to the Heritage of NSW	Author unknown from National Trust records
4	Chapter 15 The Ghost Lives On – Tathra from Ghost Ports of Australia	Geoff Toghill Geoff 1984 The Macmillian Company of Australia Pty Ltd ISBN 0 333 38067 3
5	Tathra Wharf – Its Story Some Glimpses of Tathra's Past	Tathra Wharf Action Committee and Tathra Historical Society
6	Drawings accompanying Restoration Report Recommendations	Crisp & McBean Pty Ltd Consulting Engineers
7	Hydrographic surveys and drawings Principal Engineer Harbours and Rivers Records	NSW Department of Commerce Office of Public Works and Services [Department of Public Works NSW]
8	Description of Conservation/ Restoration Work at Tathra Wharf	McBean & Crisp January 21, 1987
9	Structural Integrity and State of Repair of Wharf and Sheds at Tathra	Report to National Trust of Australia Colin Crisp 21 December 1973
10	Report on Decking at Tathra Wharf	Report to National Trust of Australia Mc Bean & Crisp August 20 1981
11	Roads to Water The History of Tathra, Kalaru, Wallagoot	Norm Evans self published ISBN0 7316 00021 5
12	Tathra Wharf Conservation Management Plan January 2004	Victoria Design & Management Pty Ltd
13	Building Designer Mr Robert Wallis Thatcher	Doug Thatcher 03 02 2000
14	The Illawarra and South Coast Steam Navigation Co. Ltd. History	Maritime Services Board of NSW Library
15	Annual Reports – <i>as available</i>	Department of Public Works NSW
16	Schedule of Contemporary NSW South Coast Newspaper Articles	

Source Material & Research

The research on Tathra Wharf has been difficult and protracted because few primary sources exist. Such information that has been obtained has often been conflicting and the authors have had to take a 'best fit' approach based on the available information and extensive experience with marine construction and maintenance. Details such as exact dates and the important personalities in the history of the wharf are difficult to determine without further prolonged research in archives – if such detail exists or indeed ever existed. Unfortunately early Department of Public Works NSW records and many Annual Reports were lost in the Garden Palace Fire of 22 September 1882

Appendix 1 Plaquing Letter of Approval from Bega valley Shire Council



BEGA VALLEY SHIRE COUNCIL

ABN 26 987 935 332

Council Chambers: Zingel Place, Bega, NSW 2550

Our Ref: DM:MMP 120843
Contact No: Mr Doug Mein (02) 6499 2179

7 May 2002

The Institution of Engineers Australia
ATT: Mr Donald Cottee
PO BOX 279
PETERSHAM NSW 2049

Dear Mr Cottee

**RE: NOMINATION FOR TATHRA WHARF
HISTORIC ENGINEERING MARKER**

Thank you for your letter of 22 April 2002, regarding the above.

Council consents to the nomination proposed in your letter, for an Historic Marker for Tathra Wharf and looks forward hopefully to the nomination being successful.

Council and its Tathra Foreshore Committee would wish to be involved in matters such as determining the location of any marker placed, but is willing to work constructively with the Institution of Engineers Australia, to achieve the marker.

If you require any further assistance, please feel free to contact me on the above number.

Yours faithfully

D P Mein
Manager – Administration & Design

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EDEN
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Fax: 02 6496 1580

MERIMBULA
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Fax: 02 6495 3500

Appendix 2 History Time Line of Tathra Wharf and Cargo Shed

TIMELINE HISTORY OF TATHRA WHARF

TIMELINE HISTORY OF TATHRA WHARF

Date	Occurrence	Ref	Drawing	References
1820 - 1840	Far South Coast of NSW settled			
1851	Government enquiry investigation into transport facilities for Bega and District	1		
1855	John Grant investigated the Bega River transport possibilities	1		1 Some Glimpses of Tathra's Past Tathra Historical Society
1855	A further examination of transport requirements undertaken	1		2 PWD Principal Engineer Harbours and Rivers Records
1857	Jetty constructed Merimbula estuary	1		3 A Brief Report on the History, Construction and Restoration of Tathra Wharf Colin Crisp 1981
1857	Mr John Kirkwood carried out a survey	1		
1857	Road between Tathra and Bega constructed	1		
~1857	Karathuga/ Stockyards used a point for transferring produce. Daniel Gowing built a storehouse and access	1		
<1858	ISNC - paddleship William IV, The Kiama Extended Shipping Company and independent captain-owners serviced the shipping needs of the far South Coast of NSW	1		
1858	Illawarra Steam Navigation Company formed by Act of Parliament amalgamating with several smaller steamship companies.			4 Between Wind and Water Lenore Colman
1858	Daniel Gowing a farmer from Jellat Jelliah offered money incentives for shipping to call at Jellat to take on local produce	1		5 Tathra Wharf - Its Significance to the Heritage of NSW
1858	Daniel Gowing and John Fitzpatrick moved to Kiaminy Bay as preferred location to ship produce and built wharf and access			6 Ghost Ports of Australia Geoff Toghill Macmillan 1984
<1858	Stock often swam to boat and timber floated out	1		7 Tathra Wharf Conservation Plan Paul Davies 1991
	Southern end of Tathra beach and Moon Bay also used to lighter produce, timber, livestock, passengers, mail to vessels moored offshore	1		8 McBean & Crisp report dated 21 01 87
1860	Eden wharf constructed Snug Cove			
1860	Small jetty known as Farmers Sea Wharf built on northern side of Tathra Head in present position of wharf first ship to use PS Illawarra 1 166 tons	1		9 McBean & Crisp Report on Timber decking Tathra Wharf 20 08 81
1861	Tathra surveyed and "Notified" - proclaimed as a settlement 24 12 1861			10 Roads to Water Norm Evans
1861	An Appropriation Act passed in NSW Parliament authorising the expenditure of £400 on the erection of a public work - a wharf at Tathra. Moneys placed in credit of Bega /Eden Bench of Magistrates	1		11 Tathra Wharf Conservation Management Plan Jan 2004
August 1861	Tathra jetty design signed off by E O Moriarty Chief Engineer Harbours and Rivers Branch NSW Public Works Department .		Sketch 1	12 PWD Annual Reports
15 Oct 1861	Jetty 110 ft long, on 3 pile bents at 30ft 18ft wide and deck 12ft above High Water	13		13 Illawarra Mercury 15 November 1861
	Tenders called for construction of jetty successful tenderer John O'Neill £385			14 Town & Country Journal November 1871
12 June 1862	New plans signed off			
1862	Wharf opened first ship to use PS Mimosa 105 tons			
1862	Regular shipping service to Tathra by ISNC			
1862	Illawarra Steam Navigation Co donates money towards construction of cargo shed			
1864	Severe gales damage wharf			
1864	PWD requested to assist with the repairs to the wharf			
1864	Appropriation Act 27 Vic 12 allocates £300 for moorings at Tathra	1		
1864	NSW Gazette records that Tathra Bay is a small indentation in the land, sheltered from S and SW winds 24 miles north of Eden. Light moorings were laid in 26ft of water for coasters calling for produce			
1866	The Bay had no buildings except a sandstone receiving store	1		
1868	Bega Gazette notes schooner Gipsy and PS Ellen were calling each fortnight for service to Sydney	1		
1869	Minister of Lands decides not to formally dedicate the site of the wharf and place under the control of Trustees. Notified in Government Gazette of 1 March 1870	1		
1869	Appropriation Act 33 Vic No17 allocates £265 for increased mooring accommodation at Tathra			
1870	O Rossbach surveyed Tathra Bay and makes recommendations to widen the wharf			
1871	Jetty described as being 60 feet long and about 14 feet across and the draft in fine weather 16 feet There is also a receiving store here having upper and lower floors 40 by 20 feet	14		
1873	Jetty widened to 18ft to east to design PWD Harbours and Rivers Branch E O Moriarty Chief Engineer		Sketch 1	
1873	Derrick crane installed and iron ladder			
1873	Two storey cargo shed 40ft x 18ft built on shore end of 1862 wharf deck			
1874	PWD takes over responsibility for the wharf 30 06 74 Repairs unfinished £1,050	1		
1876	Proposal to build breakwaters. Soundings taken in Tathra Bay			
1878	Appropriation Act allocates £2000 towards enlarging Tathra Wharf			

TIMELINE HISTORY OF TATHRA WHARF

Date	Occurrence	Ref	Drawing	References
1879	Hammerhead extension added to provide for larger vessels finished cost £1,217.86	12	Sketch 2	
1884	ISN Co lease of Tathra store site renewed. Referred to in NSW Government gazette as a "public wharf" 05 April			
1885	Cargo shed constructed on jetty to seaward of existing cargo shed. Contractor .. Puxley & Latimer Replaced dilapidated shed	3,	Sketch 2, 3	
1888	Bermagui a small pier gave way to a sea wharf constructed by PWD			
1889	Severe storm damages wharf			
1890 - 91	Wharf storm damage repaired and wharf extended by 15ft Completed cost £1,641.8.6 Contractor A B Kerle	12	Sketch 2	
1891	Protective stone wall built along shoreline			
1891	Appropriation Act 55 Vic No 36 allocates £794 towards enlarging Tathra Wharf			
1901	Merimbula new wharf built DPW			
1901 - 02	Timber approaches to wharf T Head enlarged and repairs carried out by contract £88.13.10 Contractor P Mc Hugh	2,	Sketch 3	
1902 - 03	Contract for increasing the area of the wharf, and replacing damaged piles, fenders etc completed	2,		
1903 - 04	Crane overhauled and painted £1675.0.2 const'n cost £12.2.1 mince cost	2,		
1904	Crane repaired and contract in progress for replacing a number of piles	2,		
1904 - 5	Illawarra Steam Navigation Co becomes Illawarra and South Coast Steam Navigation Company	2,		
1904 - 5	Contract let for £ 678.1.6 for constructing an additional approach to the wharf to relieve the traffic and give an easier grade.	2,		
1905	Contol of reserve behind wharf given to Trustees of Tathra Wharf under Permissive Occupancy			
1905 - 06	Completion of new approach and repairs to wharf and crane	2,		
1906	Proclaimed a National Work			
1907 - 08	New fenders fitted to wharf and Contract No 975 let for the erection of a two-storied weatherboard goods shed on the wharf,	2,	PWD Dwgs	
1908	Cattle yard constructed	2	PWD Dwgs	
1909	Erection of new two storied cargo shed completed at cost of £1,562.0.10	2,		
1909 -10	Floor of stockyard concreted £70	2,		
Jan-12	Contract accepted from W F Oakes and Oakes for £584.1 extending the front of the wharf 15ft further out into bay and making face 120ft in length. Only 1 tender received	2,		
1913	Elegant freestanding open passenger shelter constructed 50ft x 30ft			
1913	Construction of access staging under wharf			
1913	Construction of hand operated derrick crane			
1913	Installation of fender system inc 4 spring loaded wrought iron buffers, buoy moorings and spring moorings	3	PWD Dwgs	
	On completion wharf now berthing length 121 feet,	2	PWD Dwgs	
	length 155ft, width 55ft variable height of decking above Low Water 17ft 6in	2	PWD Dwgs	
1913	Cattle race built from cattle yard to loading platform	2	PWD Dwgs	
	Contract for the work extending the jetty 15ft further out and making the face length 120ft in length was completed 27	2, 12		
1914, 15	October 1913 at a cost of £ 7,317.12.0 Contractor Messers Oakes and Oakes			
1917 - 18	Recruits from Bega area leave for Great War on SS Merimbula and SS Star	2,		
1918 -19	Contract let for replacement of some decking £23.4.11 Moorings overhauled and painted	2,		
1919 - 20	Decking partly restored £ 181.11.10	2,		
	Contract let for erection of single storey cargo shed, cattle crush and platform on jetty to R Hood for £917. Minor repairs and replacement of mooring completed.	2,		
1920 - 21	Passenger shelter on jetty replaced with single storey cargo shed on podium £ 960.16.8 Moorings overhauled	2,		
1921 - 22	Repairs to jetty carried out and moorings examined £349.11.2	2,		
1927	Coastal passenger steamer Merimbula wrecked			
1931 - 32	Fenders, piles chaffing pieces and decking renewed at cost £194.2.9	2,		
1932 - 33	Completion of repairs to cargo shed.	2,		
	General repairs to piles, fenders and decking carried out and mooring overhauled £170.3.3	2,		
1933 - 34	2 fender piles and 4 jetty piles renewed.	2,		
	Floor of wheeling platform renewed and repairs to crane gearing £200.6.5	2,		
1936 - 37	Loading platform at cargo Shed extended by 25ft	2,		
	Renewal of 3 piles, landing stage decking, chaffing pieces to fenders and steel buffer plates carried out	2,		
	Landing stage and steps built to accommodate launches	2,		
	Repairs to Cargo Shed roof carried out	2,		
	Moorings overhauled, mooring buoy replaced after being washed away in heavy weather total £ 321.9.9	2,		
1937 - 38	Girders and decking renewed, moorings overhauled and crane repaired and tested £ 262	2,		
1938 - 39	Repairs to jetty expenditure £ 533.3.6	2,		
1943?	Wharf wired for demolition in the event of enemy landing	2,		

TIMELINE HISTORY OF TATHRA WHARF

Date	Occurrence	Ref	Drawing	References
1948	Proposals for strengthening wharf carried out in conjunction with extensive maintenance work that was held back because of war			
1939 - 1956	PWD H&R expenditure on the wharf given for each year but extent of work is not detailed			
1954	Last cargo from wharf in November Bergalla collects cargo, timber and wharf gear slings, ropes, springs, barrows etc.			
1973	PWD orders demolition of wharf	2,		
8 05 1973	Tathra Wharf Action Committee formed			
16-Aug-78	Tathra Wharf Trust formed Minister Public Works and Council of Shire of Imlay, Council of Municipality of Bega and National Trust of Australia (NSW)			
?	TWT gains a lease from Minister of Public Works to lease to occupy and restore the wharf			
1982	Stage 1 of demolition and restoration completed Pearson Bridge \$468,660	9	Sketch 4	
12 07 85	Permanent Conservation Order Government Gazette 103 Section 46 Heritage Act 1977			
1987	Stage 2 of demolition and restoration completed Sea Coatings Australia Pty Ltd \$379,010	8	Sketch 5	
2003	Stage 3 or restoration completed			
2006	Stage 4 of restoration completed Waterway Constructions			

Appendix 3 Photos of Tathra Wharf and Cargo Shed



SS Merimbula approaching Tathra Wharf 1920
Photo: Bega Pioneers Museum



Tathra Wharf 1967 Photo: Bega Pioneers Museum



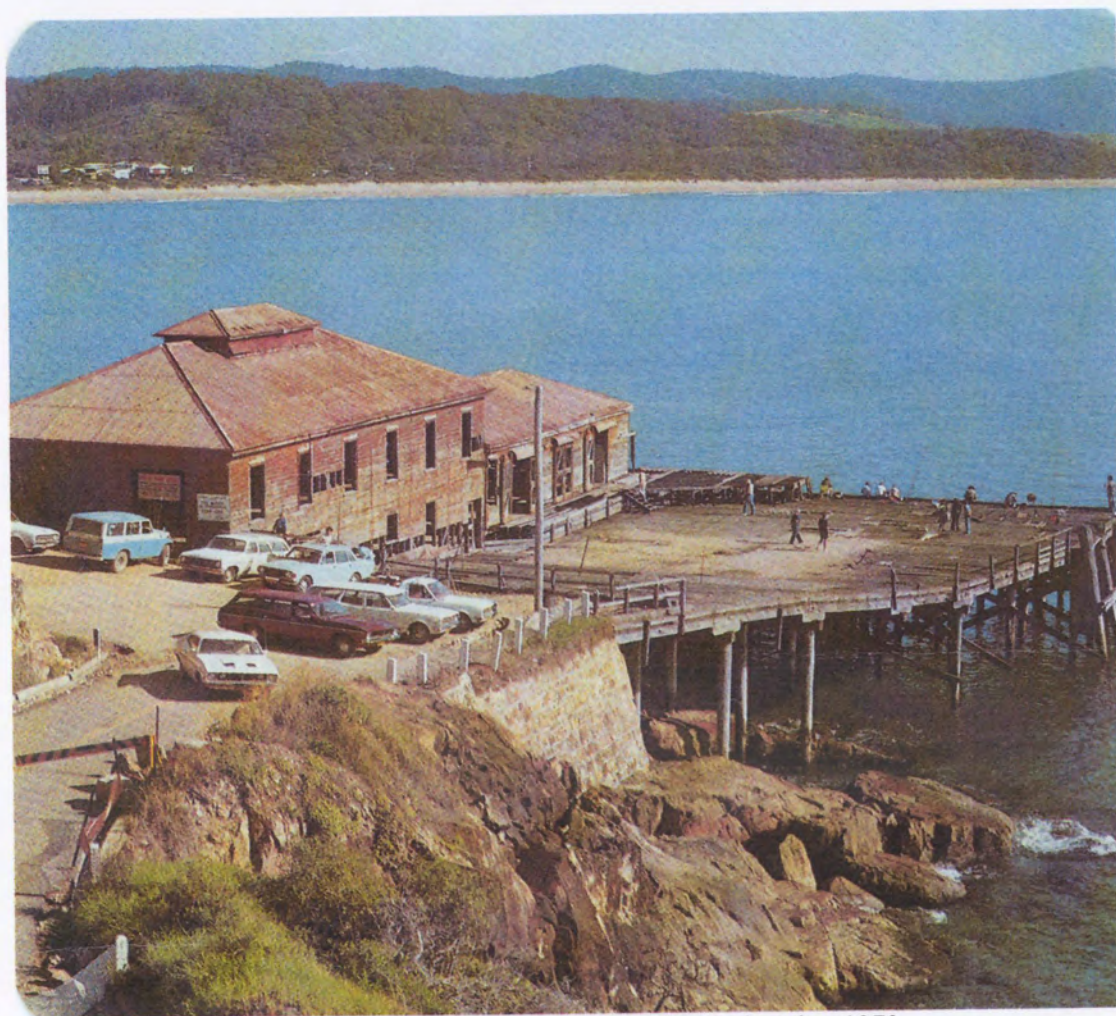
Tathra Wharf circa 1873
Photo: Bega Pioneers Museum



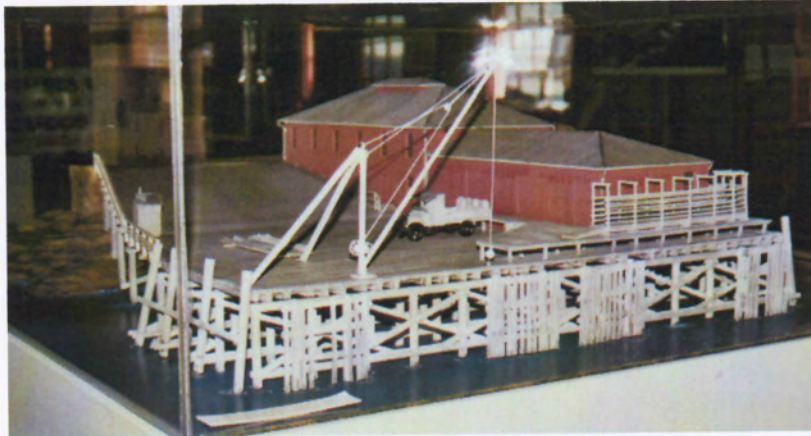
SS Bergalia Last Steamer Leaves Tathra Wharf November 1954
Photo: Bega Pioneers Museum



SS Bega at Tathra Wharf pre 1907
Photo: Bega Pioneers Museum



Tathra Wharf Showing the extent of Deterioration 1970
Photo: Bega Pioneers Museum



Scale Model of Tathra Wharf 1927

Built by Richard Jermyn and UNSW students from the Architecture Faculty

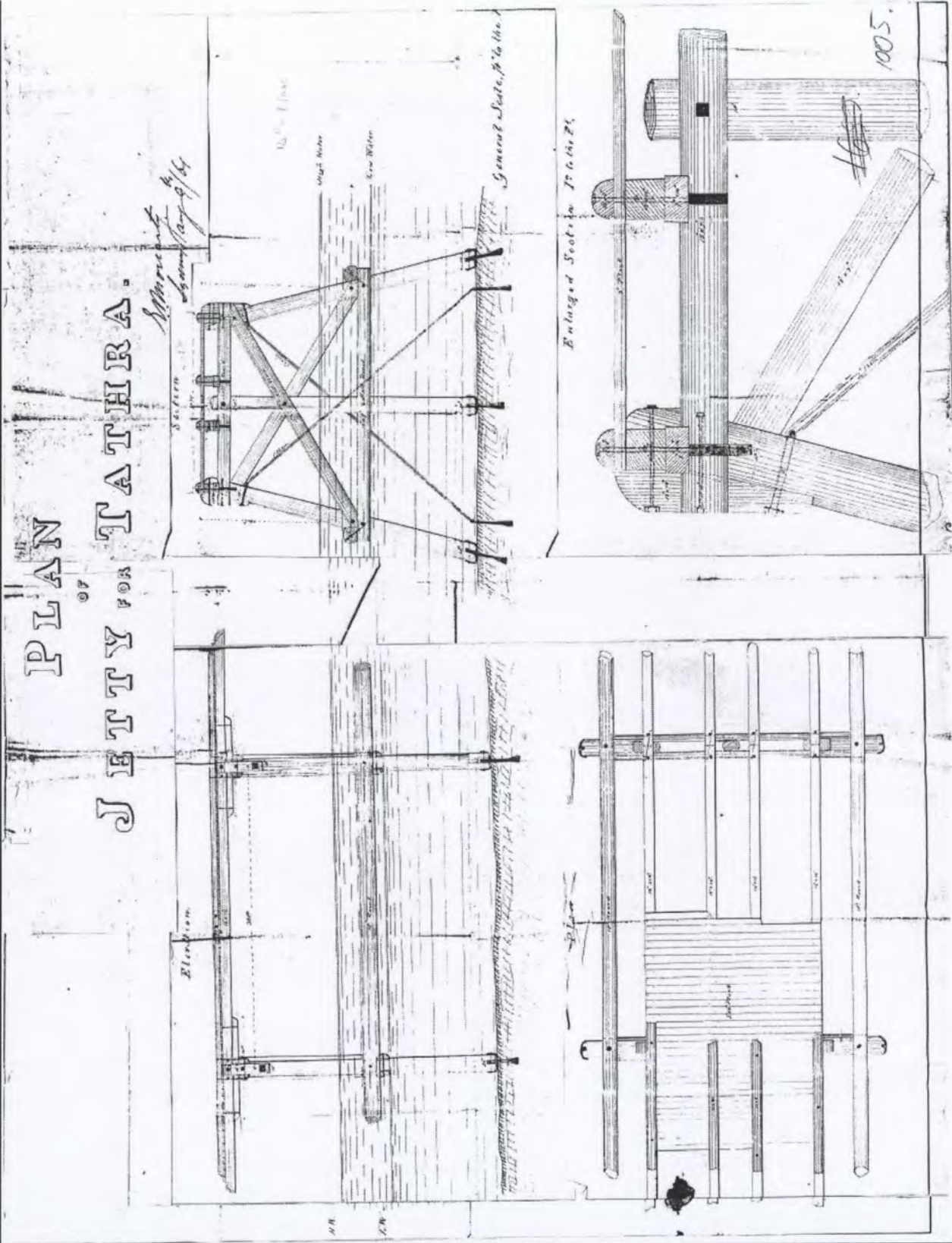
Note Additional photographs are included in the accompanying CD

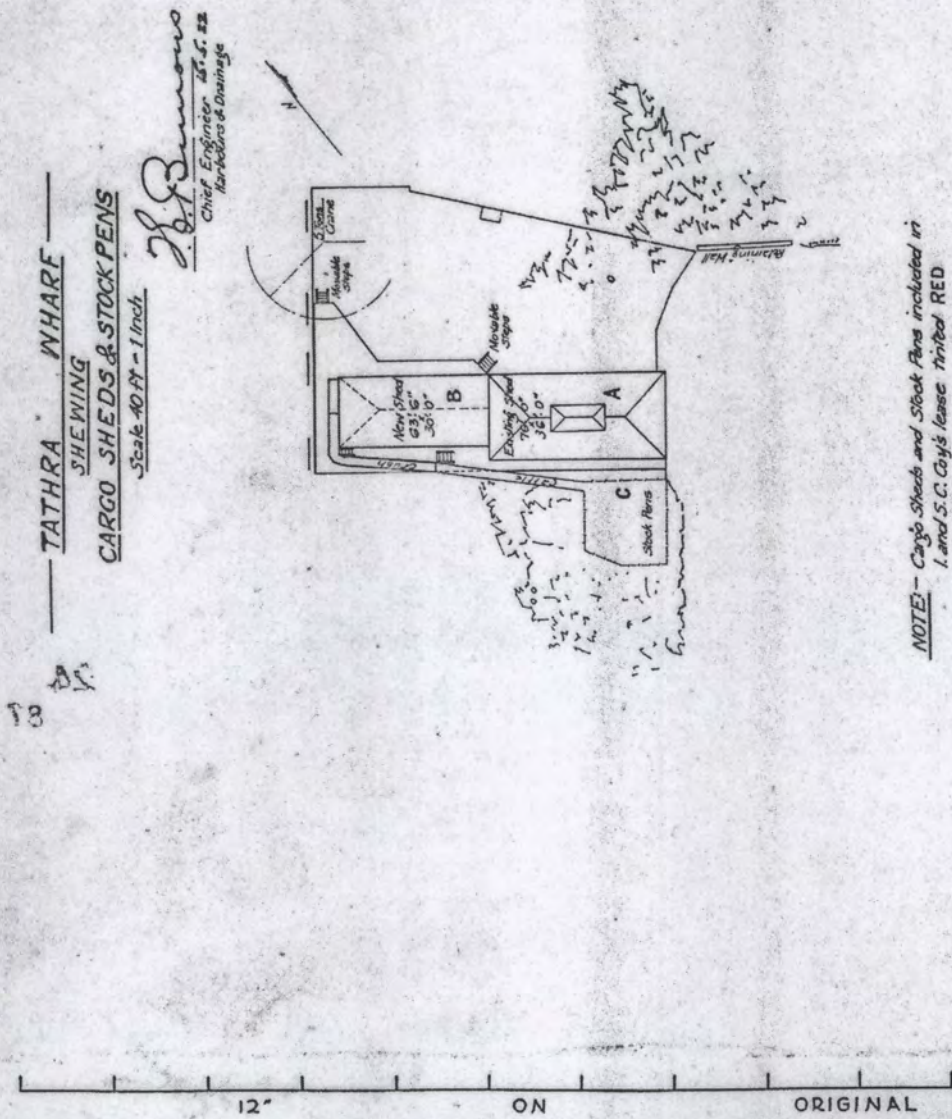
SCHEDULE OF DRAWINGS HELD BY DEPARTMENT OF COMMERCE OFFICE OF PUBLIC WORKS SERVICES

Microfilm Identifier	Drawing Date	Title of Drawing	Comment	Sign Off	Copy Held
17227	15 05 1922	Cargo Sheds and Stock Pens Tathra Wharf		Burrows	yes
17242	08 09 1919	Plan of Tathra Wharf Shed etc		Burrows	yes
17243	04 04 1910	Plan showing Tathra Wharf Shed			yes
17288	18 03 1919	Proposed Cargo Shed and Platform etc		Burrows	yes
17291	16 03 1903	Proposed Repairs to Tathra & Bermagui Wharves	shows SS Merimbula moored along side	Keele	yes
17303/1	01 10 1919	Details of Construction			yes
17303/2	01 10 1919	Details of Construction	new shed Contract No 3 Dwg 2	Burrows	yes
17304/1	01 10 1919	GA of cargo shed , Platform, Cattle Crush etc	new shed Contract No 3 Dwg 2		yes
17304/2	01 10 1919	GA of cargo shed , Platform, Cattle Crush etc	Contract No 3 Dwg 1	Burrows	yes
17306/1	20 11 1907	GA of shed	big shed Contract No 746 Dwg 1		yes
17306/2		GA of shed		Dare/ de Burgh	yes
17307/1	20 11 1907	Stockyard and General Details	Contract 746 Dwg 2	Dare/ de Burgh	yes
17307/2		Stockyard and General Details			yes
27813	11 09 1891	Plan of Tathra Wharf		Darley?	yes
27838	1891??	Ground Plan Tathra Wharf Proposed Additions	could be ~1891??	Moriarty	yes
27841	09 08 1861	Plan of Jetty at Tathra		Darley?	yes
27842	03 11 1890	Proposed extension to wharf	part of submission to parliament?	Keele	yes
27885/1	10 08 1901	Plan of Proposed extension to Wharf at Tathra			yes
27885/2					yes
27886/1	02 06 1911	Open shed on extension of wharf	Contract No 975 Plan No 3	de Burgh	yes
27886/2	02 06 1911	Open shed on extension of wharf			yes
27887/1	07 09 11	Fenders, buffers and hand powered derrick crane	Contract No 975 Plan No 2		yes
27887/2					yes
27888/1	07 09 1911	Extension of Wharf and Locality Plan	Contract No 975 Plan No 1	de Burgh /Bradfield	yes
27888/2					yes
27890/1	07 09 1911	Details of Wharf	Contract No 975 Plan No 4	de Burgh/Bradfield	yes
27890/2					yes
27896/1	1878	Proposed Alterations Required for Enlargement		Moriarty	yes
27896/2					yes
27897/1	02 06 1873?	Design for Addition to Tathra Wharf	part of submission to parliament?	Moriarty	yes
27897/2					yes
29435	13 06 17	Plan of Tathra Wharf		Burrows	yes

SCHEDULE OF DRAWINGS HELD BY DEPARTMENT OF COMMERCE OFFICE OF PUBLIC WORKS SERVICES

Microfilm Identifier	Date	Title of Drawing	Comment	Sign Off	Copy Held
PKD					
43	16 01 41	Spur wheel for 3 ton hand crane Tathra jetty			no
226		Tathra Jetty showing understructure of jetty			no
277		Tathra Jetty strengthening Dwg No 2	62007/1 ??		yes
	30 03 73	Tathra Jetty demolition GA			no
62007					
62007/1	1948?	Tathra Jetty Strengthening	Drawing No 2		yes
62007/2	1948?	Tathra Jetty showing under-structure of jetty			yes
62007/3	1948?	Tathra Jetty Sections Piers 1, 2, 3, 4			yes
62007/4	1948?	Tathra Jetty Sections Piers 5, 6, 7			yes
62007/5	1948?	Plan of jetty showing structural detail	shows full wharf post 1913		yes
62007/6	07 09 1911	Extension of wharf and locality plan	Contract 975 Plan No 1	de Burgh /Bradfield	yes
62007/7/1	07 09 1911	Fenders, buffers and hand powered derrick crane	Contract 975 Plan No 2	de Burgh /Bradfield	yes
62007/7/2	07 09 1911	Fenders, buffers and hand powered derrick crane	Contract 975		yes
62007/8/1	07 09 1911	Details of W.I. Bracing, spring buffers, moorings	Contract 975 Plan No 5	de Burgh /Bradfield	yes
62007/8/2			Contract 975		yes
62007/9/1	07 09 11	Details of Wharf	Contract 975 Plan No 4		yes
62007/10/1	07 09 11	Open shed on extension to wharf	Contract 975 Plan No 3		yes
62007/11			Contract 975		yes
62007/12					
Hydrographic Surveys					
27859	14 06 1878	Field Plot Tathra Bay			yes
27911/1	1870	Tathra Bay 1870 survey	part of submission to parliament?	E O Moriarty	no
35112/1	?	Proposed breakwater	part of submission to parliament?		yes
35112/2	?	Proposed breakwater	top		yes
17245	15 02 1911	Tathra showing proposed breakwaters	bottom		yes
B1797	18 12 1922	Tathra	shows proposed breakwaters	deBurgh	yes
B1798	18 12 1922	Tathra Wharf		Kelly/ Burrows	yes
B4538	07 03 40	Tathra Jetty		Kelly/ Burrows	yes
				Beach/ Searle	yes

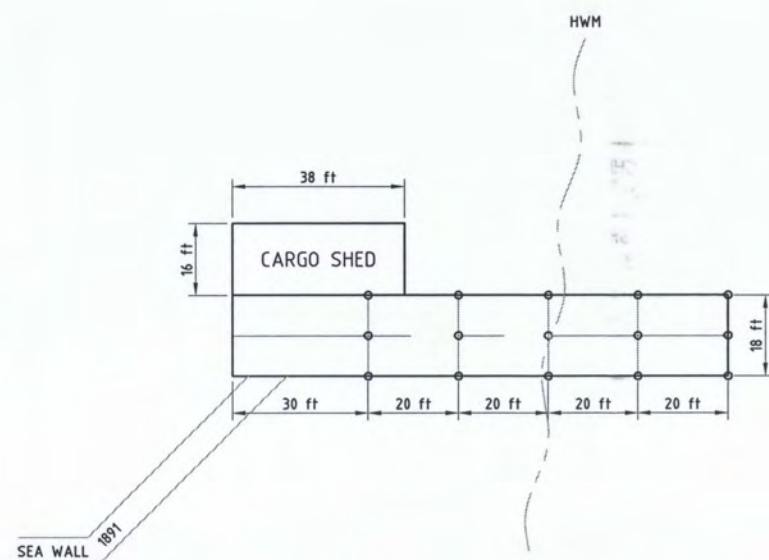




**Appendix 5 Schedule of Drawings of Tathra Wharf held by Department of Commerce
Office of Public Works and Services**

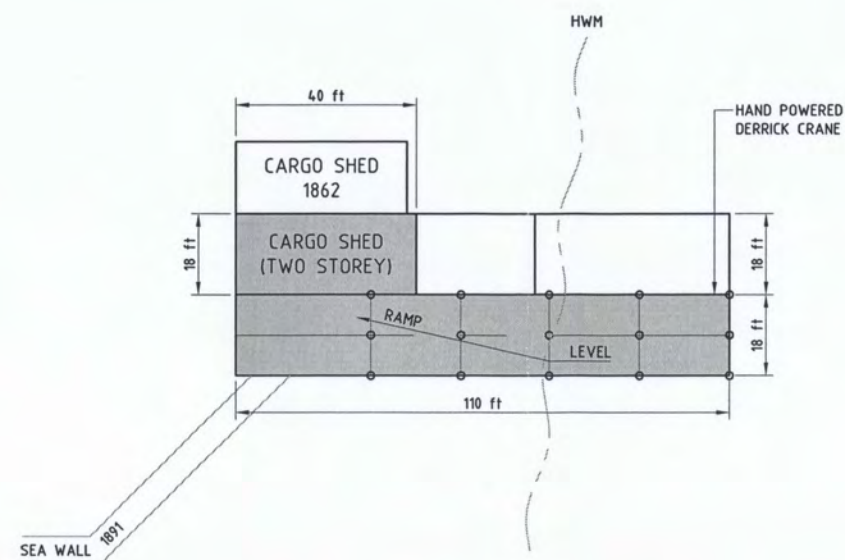
Note electronic copies of these drawings are included in the accompanying CD

Appendix 6 Sketches of Changes to Configuration of Tathra Wharf between 1861 to 2006



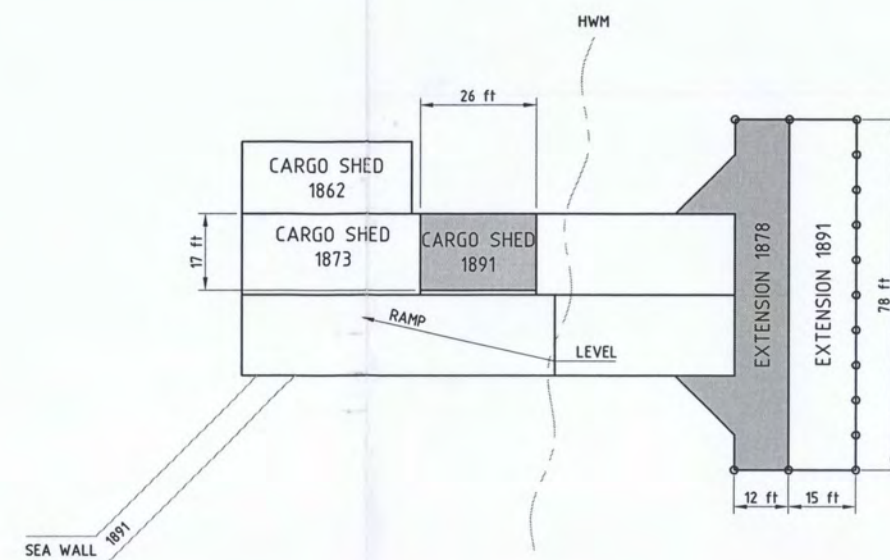
WHARF AS CONSTRUCTED - 1862

SCALE 1:500



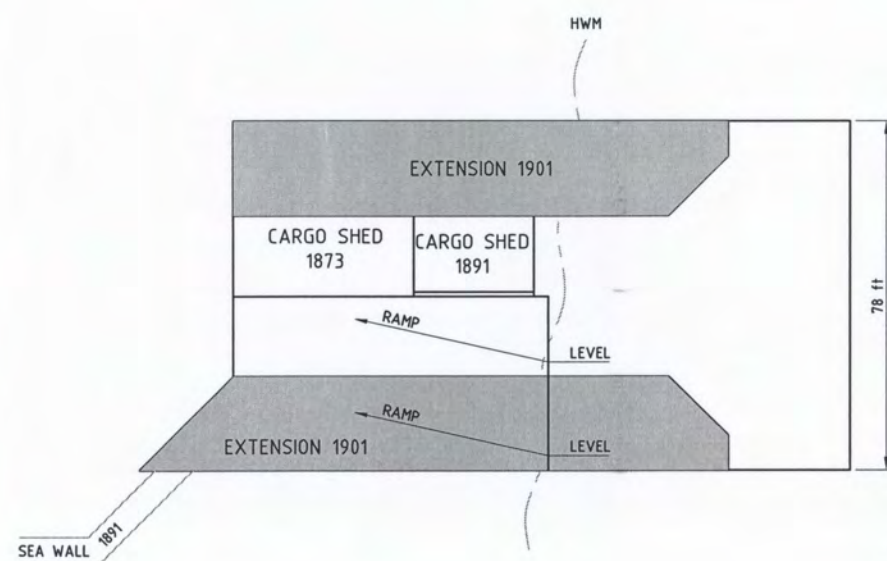
WHARF AS CONSTRUCTED - 1873

SCALE 1:500



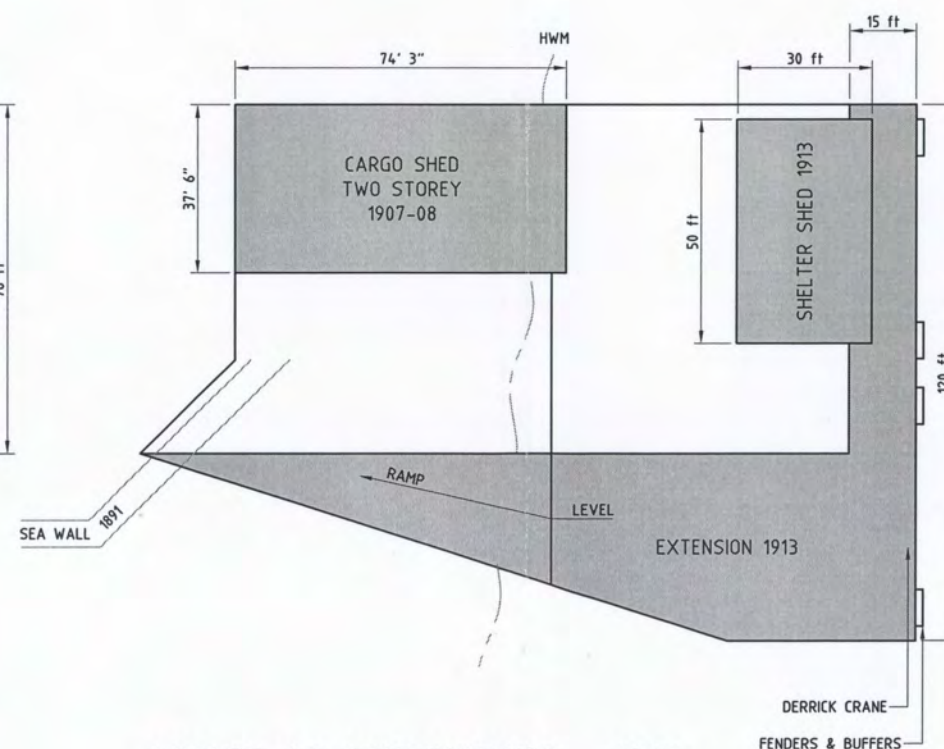
WHARF AS CONSTRUCTED - 1878 & 1891

SCALE 1:500



WHARF AS CONSTRUCTED - 1901

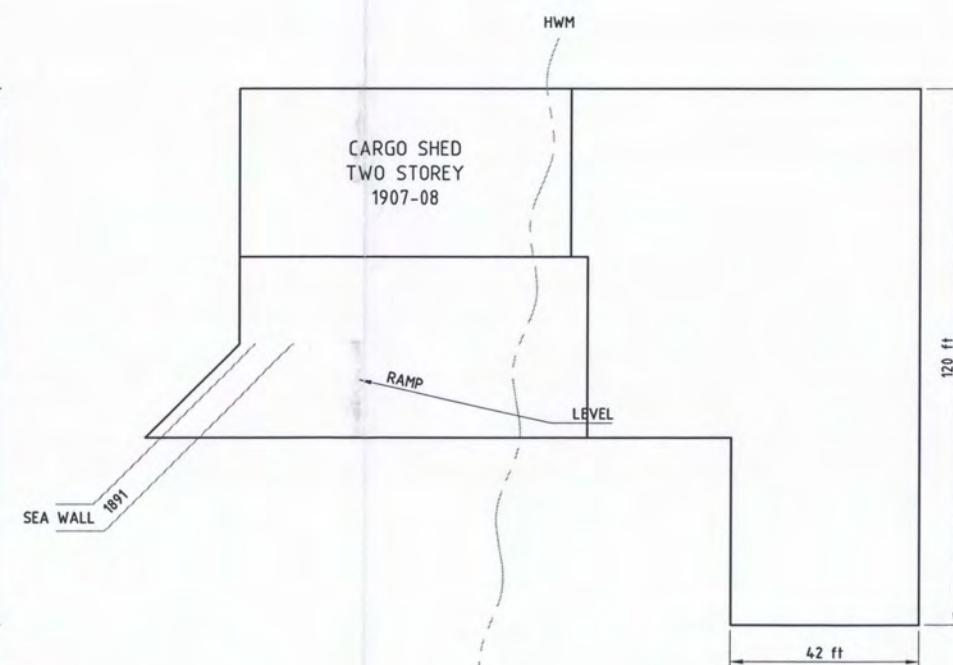
SCALE 1:500



WHARF AS CONSTRUCTED - 1913

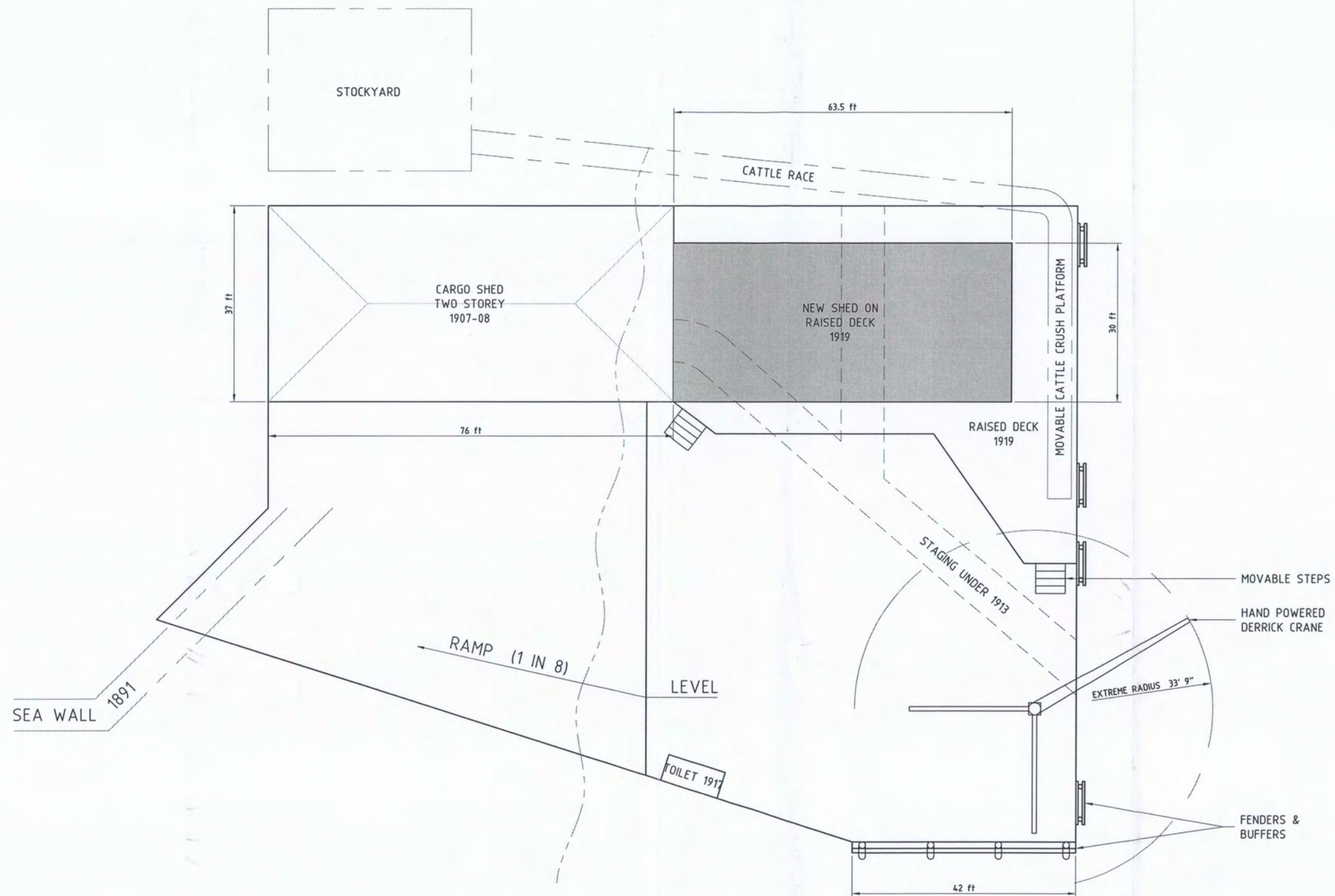
SCALE 1:500

(REFER TO DETAILED DRAWING OF WHARF 1919)



WHARF FOLLOWING RESTORATION - 2006

SCALE 1:500



WHARF AS CONSTRUCTED - 1919

SCALE 1:375

Appendix 8 Basis for Stating that Tathra Wharf is the Only Open-sea Timber Steamer Wharf and Cargo Shed remaining on the East Coast of Australia

1. The 1887 NSW Department of Public Works Register of Government Wharves and Jetties stated there were 105 wharves and jetties, including Sydney wharves but excluding Newcastle wharves that were under the control of the NSW Department of Public Works.
2. In the NSW Government Gazette No 286 of 31 December 1906 25 wharves and jetties – including Tathra Warf were proclaimed National Works.
The Government wharves and jetties at Newcastle, Sydney and Wollongong were not included on the list; and nor were any private wharves and jetties.

Of the National Works wharves/ jetties listed, the following were open-sea wharves

Byron Bay	built 1888, rebuilt 1929 now demolished
Woolgoolga Bay	built 1892, rebuilt 1940 demolished 1955
Coffs Harbour**	built 1892, 1939 breakwaters completed, length now reduced
Eden Twofold Bay	built 1854?, 197? demolished, rebuilt as a steel pile concrete deck jetty
Tathra	built 1862
Bermagui	built 1888, 1969 demolished

Timber jetties that were constructed in Port Kembla Outer Harbour were:

Mt Kembla Jetty	built 1883	1940 demolished
Southern Coal Co Jetty	built 1887	1925 demolished
No 1 (Coal Loading) Jetty**	built 1915	1970 demolished
No 2 (AIS) Jetty**	built 1928	1989 demolished
No 3 Jetty**	built 1939	
No 4 (ER&S) Jetty**	built 1908	
No 5 (Oil Berth) Jetty	built 1939	[dolphin]
No 6 Jetty	built 1958	timber piles concrete deck

** These jetties could be considered to be open-sea jetties at the time of their construction. However, later breakwaters were constructed to protect these jetties from heavy seas.

Other timber construction open-sea wharves that were located on the NSW coast are:

Catherine Hill Bay	demolished and rebuilt as a steel pile concrete deck jetty
Bellambi**	1 st jetty built 1864? 2 nd jetty built 1889, 1907 rebuilt, 1955 washed away
Bulli – Sandon Point**	1 st jetty built 1863?, 1907 rebuilt, 1943 abandoned
Coal Cliff**	1 st jetty built 1878, 2 nd jetty built and washed away 1878
Austinmer Long Point**	built 1884, 1898 washed away
Clifton	built ?? 1924 demolished
Merimbula (outside the bar)	built 1855 replaced 1903 by wharf on headland, 1979 demolished

** These open-sea jetties were completely washed away – requiring a complete rebuild, or partially demolished on a number of occasions.

3. The 1912 Register of Government Wharves New South Wales stated there were 72 Government wharves and jetties under the control of the Department of Public Works.

At the time of proclamation of the National Works wharves and jetties in 1906, responsibility for the maintenance, management and administration a large number of the Government wharves jetties, training walls, docks etc was transferred to local Municipal and Shire councils.

The 1915 Register of Government Wharves stated that there were 49 Government wharves and jetties under the control of the NSW Department of Public Works

4. *Extracts from references consulted ...*

4.1 **Tathra Wharf Its Place in the State's History** *Ref 3*

"The Maritime Services Board of NSW in a statement made on March 2 1972 stated that *Tathra Wharf was the last remaining timber steamer wharf on the NSW coast that is complete with storage buildings*"

4.2 **Unknown** *from National Trust records*

"Tathra Wharf is a rare survivor from the days of coastal steamers and is only pone of six historic timber wharves listed on the Register of the National Estate. It is New South Wales' only remaining coastal steamer wharf."

4.3 **National Trust Magazine** *September 1981*

"A survivor from the days of coastal steamers, it is one of only six timber wharves listed in the Register of the National Estate. The others are Millers Point [Sydney Harbour], Echuca [Murray River Victoria, South Melbourne, Port Adelaide, Cairns."

4.4 **State Heritage Register**

"Tathra Wharf is the only wharf and building combination surviving on the eastern seaboard of Australia from the period of the coastal shipping trade dating from the 1860s."

4.5 **Register of the National Estate**

-----Original Message-----

From: David Nutley [mailto:David.Nutley@heritage.nsw.gov.au]

Sent: Thursday, 31 August 2006 5:01 PM

To: doug boley

Subject: RE: Deep Sea Wharves

Hi Doug

I ran a search of the RNE through the RNE can be accessed through <http://www.heritage.gov.au/ahpi/index.html> and came up with the following:

1. Berth No. 5 North Wharf, Flinders St, Docklands, VIC LGA: Melbourne City (Current)
2. Cargo Sheds and Wharf Nos 1 and 2, Clarendon St, Southbank, VIC LGA: Melbourne City (Current)
3. Echuca Wharf, Murray Esplanade, Echuca, VIC LGA: Campaspe Shire
4. Lady Nelson Wharf, Horton St, Port Macquarie, NSW LGA: Hastings Municipality (Current)
5. Landbacked Wharf, Cossack Rd, Cossack, WA LGA: Roebourne Shire (Current)
6. Slipway and Wharf, Oxley St, Glebe Point, NSW LGA: Leichhardt Municipality (Current)
7. Tathra Wharf and Reserve, Wharf Rd, Tathra, NSW LGA: Bega Valley Shire (Current)
8. Thames Street Ferry Wharf and Shelter, Thames St, Balmain, NSW LGA: Leichhardt Municipality (Current)
9. Wharf, Brooking St, Goolwa, SA LGA: Alexandrina District (Current)

10. Wharf 19, 20 & 21, Bayview St, Pyrmont, NSW LGA: Sydney City (Current)
11. Wharf Buildings, 13-15 Yarra Promenade, Southbank, VIC LGA: Melbourne City (Current)
12. Woolloomooloo Finger Wharf, Cowper Wharf Rd, Woolloomooloo, NSW LGA: Sydney City (Current)
13. Cairns Wharves, Wharf St, Cairns, QLD LGA: Cairns City (Current)
14. Walsh Bay Wharves, Hickson Rd, Dawes Point, NSW LGA: Sydney City (Current)
15. Wharf 19, 20 & 21, Bayview St, Pyrmont, NSW LGA: Sydney City (Current)
16. Australian Newsprint Mills Wharf, Domain Hwy, Hobart, TAS LGA: Hobart City

Only the Tathra Wharf appears to be an open-sea wharf.

4.6 Australian Heritage Database

“As a deepwater ocean wharf Tathra Wharf is extremely rare. Following demolition of Merimbula Wharf, Tathra is the only wharf of its type on the New South Wales Coast”

Appendix 9 Schedule of Contemporary NSW South Coast Newspaper Articles

Note: Copies of the articles are included in the accompanying CD

Illawarra Mercury	15 April	1858
Illawarra Mercury	19 April	1858
Illawarra Mercury	31 May	1858
Illawarra Mercury	28 February	1859
Illawarra Mercury	23 August	1861
Illawarra Mercury	6 September	1861
Illawarra Mercury	8 October	1861
Illawarra Mercury	15 October	1861
Illawarra Mercury	15 November (2)	1861
Illawarra Mercury	10 December	1861
Illawarra Mercury	28 March	1862
Illawarra Mercury	18 April	1862
Illawarra Mercury	29 April	1862
Illawarra Mercury	23 May	1862
Illawarra Mercury	24 June	1862
Illawarra Mercury	1 July	1862
Illawarra Mercury	22 July	1862
Illawarra Mercury	19 August	1862
Illawarra Mercury	23 September	1862
Bega Gazette	10 June	1865
Bega Gazette	24 June (3)	1865
Bega Gazette	12 August	1865
Bega Gazette	5 May	1866
Bega Gazette	23 June	1866
Bega Gazette	14 July	1866
Bega Gazette	28 July	1866
Bega Gazette	4 August (2)	1866
Bega Gazette	22 September	1866
Bega Gazette	13 October	1866
Bega Gazette	22 December	1866
Bega Gazette	29 December 1866	1866
Bega Gazette	4 July	1868
Town & Country Journal	November	1871
Bega Gazette	30 January	1873
Bega Gazette	27 March	1873
Bega Gazette	10 April	1873
Bega Gazette	4 September (2)	1873
Bega Gazette	27 November	1873
Bega Gazette	18 December	1873
Bega Gazette	14 May	1874
Bega Standard	13 December	1876
Bega Standard	17 May	1879
Bega Standard	24 May	1879
Bega Standard	5 July	1879
Bega Gazette	26 July	1879
Bega Standard	2 August	1879
Bega Gazette	9 August	1879
Bega Standard	23 August (2)	1879
Bega Standard	30 August	1879
Bega Standard	20 September (2)	1879
Bega Standard	27 September	1879
Bega Standard	4 October	1879
Bega Standard	11 October	1879
Bega Standard	18 October	1879
Bega Standard	1 November	1879
Bega Standard	8 November	1879
Bega Gazette	22 February	1882
Bega Gazette	1 March	1882
Bega Gazette	31 May (2)	1882

Newspaper	Date of Publication	Year of Publication
Bega Standard	17 September	1912
Bega Standard	10 December	1912
Bega Standard	14 January	1913
Bega Standard	21 January	1913
Bega Standard	21 January (2)	1913
Bega Standard	31 January	1913
Bega Standard	4 April	1913
Bega Standard	12 April	1913
Bega Standard	9 May	1913
Bega Standard	27 June	1913
Bega Standard	15 July	1913
Bega Standard	2 September	1913
Bega Standard	7 October	1913
Southern Star	11 October	1913
Bega Standard	17 October (2)	1913
Bega Standard	August	1914
Bega Standard	20 August	1915
Eden Magnet	29 November	1919
Bega District News	19 July	1945